

B. F. TAYLOR,
Steamers.
Lighters and Steam Launches
Supplied.
ILOILO, PHILIPPINE ISLANDS.

The Hongkong Telegraph.

ESTABLISHED 1881. 電港

THE UNITED ASBESTOS
ORIENTAL AGENCY.
Sole Agents for the
UNITED ASBESTOS CO.,
LIMITED, LONDON.
DODWELL & CO., LIMITED,
General Managers.

NEW SERIES No. 2059. 日六初月正年八十二

THURSDAY, FEBRUARY 13, 1902.

四月三日

THIRTY DOLLARS
PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP 18,000,000
CAPITAL UNCALLED 6,000,000
RESERVE FUND 8,100,000

Head Office:—YOKOHAMA.

Branches and Agencies.

TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTSIN. NEWCHWANG.
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARIS BANK, LTD.
THE UNION BANK OF LONDON, LTD.

HONGKONG BRANCH.—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

6 " 3 "

3 " 3 "

TARO HODSUMI,

Manager.

Hongkong, 21st January, 1902.

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHARE-HOLDERS £800,000
RESERVE FUND £575,000

INTEREST ALLOWED on CURRENT
ACCOUNT at the rate of 2 per cent. per
annum on the Daily Balances.

On Fixed Deposits for 12 months 4 per cent.

6 " 3 "

T. H. WHITEHEAD,

Manager.

Hongkong, 9th July, 1901.

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.

SUBSCRIBED CAPITAL 5,000,000

PAID-UP CAPITAL 2,500,000

Head Office:—SHANGHAI.

Branches and Agencies.

CANTON. PEKING.
CHIEFOO. PENANG.
CHINKIANG. SINGAPORE.
CHUNKING. TIENSIN.

HANKOW.

THE BANK purchases and receives for collection
Bills of Exchange drawn on the above
places, and Sells Drafts and Telegraphic Trans-
fers. Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

3% per Annum. Fixed Deposits for 3 months.

6 "

5.2 " 12 "

E. W. RUTTER,

Manager.

Hongkong, 1st January, 1901.

Intimations.

LANE, CRAWFORD & CO.

SHIPCHANDLERS AND SAILMAKERS.

DECK and ENGINE STORES of every description, of the best quality and at most reasonable rates.

Hubbuck's Paints and Oils, Hubbuck's Turpentine.

Sir Chas. Price's Compound Engine Oil.

Crane's Cylinder Oil.

"Glenfield" Boiler Fluid. "Zynkara" Boiler Fluid.

American "Valvoline."

Soapstone for Topsides, &c., &c., Boot-topping in two shades.

Buxters All long flax Canvas (the best in the market).

Gourock All long flax Canvas and Grass Bleached Canvas.

Woodberry. Canvas and Duck.

Ships Upholstery a speciality, attended to by experienced European Assistants. Any kind of work undertaken at the shortest notice.

LANE, CRAWFORD & CO., Queen's Road and Praya Central.

Hongkong, 3rd February, 1902.

HIRANO WATER.

A natural clear, sparkling and effervescent Mineral Water, bottled in its NATURAL CARBONIC ACID GAS of the Hirano Spring of Hiogo Ken, Japan. It mixes excellently with WINE or SPIRITS, and is PERMANENT IN QUALITY.

ANALYSIS PROVES ITS PURITY.
PATENT CORKING.

SIEMSSSEN & CO.

Hole Agents, Hongkong and South China.

776c)

Code Used:
A. and A. B. C., 4th Edition.

Telegraphic Address: MARINERWA, HONGKONG.

E. C. WILKS & CO., MARINE ENGINEERS, SHIP CONTRACTORS

AND SURVEYORS.

Collisions and Damages Surveyed for Insurance Companies. Ships' Repairs and Specifications Prepared.

Office: 8, Queen's Road Central.

Hongkong, 8th November, 1901.

ESTABLISHED 1881. 電港

Intimations.

BEEF TEA versus BOVRIL.

BEEF TEA.

Were it possible to furnish the market, at a reasonable price, with a preparation of meat combining in itself the albuminous together with the extractive principles, such a preparation would have to be preferred to extractum carnis, for it would contain all the nutritive constituents of meat. I have before stated that in preparing the Extract of Meat the albuminous principles remain in the residue; they are most nutritive, and this is certainly a great disadvantage.

BOVRIL

Was invented to realise Baron von Liebig's desire for a meat food that would contain not only the stimulating properties of flesh—as all Meat Extracts and Beef Teas do—but also the nourishing properties of flesh, which Meat Extracts and Beef Teas do not. This has been accomplished by first taking the extractive principles by the Liebig process (which is akin to home-made beef tea) and then adding albumen and fibrine, procured from the flesh of other oxen, roasted and finely ground to powder; the combination is Bovril. [287c]

BARON LIEBIG.

Discoverer of Liebig's Extract, in

The Lancet, Nov. 11, 1865.

13

Hongkong—Sir THOMAS JACKSON.

MANAGER:

Shanghai—H. M. BEVINS, Esq.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent.

per annum on the Daily Balance.

On Fixed Deposits:

For 3 months, 3% per Cent. per Annum.

For 6 months, 3% per Cent. per Annum.

For 12 months, 4% per Cent. per Annum.

T. JACKSON,

Chief Manager.

Hongkong, 23rd December, 1901.

13

HONGKONG SAVINGS BANK.

The Business of the above is conducted

by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be

obtained on application.

INTEREST on deposits is allowed at 3% PER

CENT. per annum.

Depositors may transfer at their option

balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED

DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION.

T. JACKSON,

Chief Manager.

Hongkong, 4th October, 1900.

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THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital £1,000,000

Paid up Capital £324,374

HEAD OFFICE—HONGKONG.

Board of Directors:

Chan Kit Shan, Esq. C. Ewens, Esq.

Chow Tung Shang, Esq. J. T. Lauts, Esq.

Chief Manager:

GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5%

Hongkong, 20th December, 1899.

15

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Taels 5,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Berlin

Calcutta

Hankow

Tientsin

Tsingtau (Kiautschou)

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS,

UNION BANK OF LONDON, LTD.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIRECTION DER DISCONTIO GESELLSCHAFT.

INTEREST allowed on Current Account

DEPOSITS received on terms which may be

learned on application. Every description of

Banking and Exchange business transacted.

H. SCHOTTLAENDER,

Acting Manager.

Hongkong, 21st December, 1901.

16

THE MITSUI BUSSAN KAISHA

(MITSUI & Co.)

HEAD OFFICE—43, SAMAKOTO-CHO, TOKYO.

LONDON BRANCH—34, LIME STREET, E.C.

HONGKONG BRANCH—6, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Fort Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maldizuru, Kure, Shimonomiki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotou, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and

SOLE AGENTS for Hokoku, Hondo

THE GERMAN CHANCELLOR, Count von Bülow, received the newly-appointed Chinese Minister, Yin-Chang, on 6th ult., and on the succeeding day Choei Hun Min, the newly-appointed Korean Minister.

BOUND FOR THE FAR EAST.—The total number of men despatched to the Far East from Odessa, Sevastopol, and Theodosia during December was 4900, besides a large quantity of Government stores. Further large drafts will be sent out from the Black Sea during this and next month. During 1901 some 30,000 men were despatched to the Far East, and a like number will be sent in 1902. We have no figures of the number of men returned.

ORDER OF WHITE ELEPHANT.—The *Gazette* notifies that the King has been pleased to give and grant unto Mr. Francis Henry Giles, Director of the Department of Revenue, Siam, His Majesty's Royal Licence and Authority that he may accept and wear the Insignia of the Third Class of the Order of the White Elephant, conferred upon him by His Majesty the King of Siam in recognition of valuable services rendered by him to His Majesty.

AN ENGLISH TREASURY OFFICIAL was once sent over to Dublin to inquire into the expenditure of fuel in the courts. He was received politely by the late Lord Morris, the famous Irish law lord and wit, who said he would put him in communication with the proper person, and rung the bell. When the elderly female who acted as court-keeper appeared, he remarked as he left the room: "Mary, this is the young man that's come about the coals."

STONEHENGE.—Mr. William Gowland, F.R.S., whose recent excavations at Stonehenge have contributed more to the history of that erection than those of all his predecessors, is perhaps the great living European authority on Japanese metal work. He organised the Japanese Mint for the Government of that country, and devoted his leisure to systematic research into the local arts and archaeology. His explorations of the early grave mound in Japan yielded results of the highest importance.

ANOTHER FIRE, the seventh this month, broke out shortly before seven o'clock last evening in the two-storey tenement at No. 6, Chinese Street. The Fire Brigade, under Acting Chief Inspector G. Kemp, turned out promptly and prevented the flames from spreading. The ground flat, which was occupied as a medicine shop, and the first story, used as a dwelling house by the owners of the shop were partially destroyed. The ground floor was insured with the Mitsui Bussan Kaisha for \$1,000.

ADMIRAL SIR EDWARD SOUTHWELL SOTHEBY, K.C.B., died on 6th ult., in his 80th year. He entered the Navy in 1826, and his record of active service dates back to 1840, when he served in the *Dido* during the operations on the coast of Syria. He commanded the *Racehorse* during the disturbances in China. It was, however, in the Indian Mutiny that the gallant admiral won his highest honours and distinctions. For 16 months he was in charge of a naval brigade, and his exploits found mention in no fewer than 13 *Gazettes*.

THE CHINA CONSULAR SERVICE.—The Civil Service Commissioners announce that an open competitive examination will be held in London in April for at least six student interpreters in His Majesty's Consular Service in China. Candidates must be between 18 and 24 years of age, of sound constitution, possessed of good sight, and physically qualified for service in tropical climates. Forms of application for admission to the examination may be obtained on application to the Secretary, Civil Service Commission, Westminster.

DE WET IS NOTORIOUS for his hair-breadth escapes, and when the history of the South African war comes to be written the story of the part taken by De Wet will be most capital reading. His latest little escapade of escaping from the British troops surrounding him mixed up in a stampeding herd of cattle reads more like a page from one of Fenimore Cooper's romances than as a plain statement of twentieth century fact. Despite the many acts of brutality laid at De Wet's door, one cannot help admiring the man for his pluck, daring and ready-witted resources upon every occasion."

THE CENTURION, first-class battle-hip late flagship on the China station, is being refitted at Portsmouth, and provided with an improved armament in readiness for another commission. The dockyard officials have not yet received an official intimation as to her destination, but it is considered probable that she will fly the flag of the successor of the Vice-President, F. Bedford, Commander-in-Chief on the North American and West Indies station. Admiral Bedford, at the expiration of his term of command in May, will return to England in the *Crescent*, first-class cruiser, at present flagship on that station.

FOR CONSUMPTIVES.—The *British Medical Journal* states that a sum of about £200,000 has been placed at the disposal of the King by a philanthropist who, for the present, does not wish his name to be made public, and that the King has directed the money to be devoted to the erection of a sanatorium for tuberculous patients in England. The sanatorium is to accommodate 100 patients, and to be thoroughly equipped in every respect. To carry out this purpose, His Majesty has appointed an advisory committee of leading medical scientists, and has sanctioned the expenditure of £800 in prizes for the best essays and plans for the construction of the projected sanatorium. The *Daily Mail* learns that the donor of this noble gift is Sir Ernest Cassel.

COTTAM & CO. DENTS DRIVING GLOVES for the RACES.

A CURIOUS CUSTOM, known as "Hand-setting the Orchard," is observed, says a correspondent, in some of the remote parts of Devonshire every Christmas Eve. The square, with his family, friends, and tenants, proceeds to the orchard, one of the party bearing a hot cake and some cider as an offering to the principal trees. The cake is placed in a fork of the tree, over which the cider is poured; and during the ceremony guns and pistols are fired by the men. The women shout: "Bear, bear, apples and pears now; barnacles, bags, sacksful. Hurrah! Hurrah! Hurrah!" And this is the twentieth century!

THE COMING MAN.—Professor Bruner, the head of the Biology Department of the Butler University, makes some startling predictions concerning the coming man. He says: "Human beings in distant centuries will be a race of brainy four-toed giants. The brain will be remarkably developed, and the body wonderfully enlarged. The coming man will lose some of his ribs, his vermiform appendix, and his little toes. He will live much longer. Communicable diseases will be under complete control. Insects which carry disease will be exterminated. Thought-saving machinery will relieve the future man of the present routine of brainwork. Memory will be of immense range, but less acute regarding useless details. The sex of future man will be predetermined. For a time one sex will predominate, then another."

BRITAIN'S COAL.—A Royal Commission has been appointed to inquire into the question of the coal supplies of the United Kingdom. More than thirty years have passed since the last Commission on this subject reported, and much has happened to lead to the questioning of their conclusions. What this country has to fear is not the complete exhaustion of our coal measures, but the failure of the richer seams, which will mean inevitably that British coal will become expensive to mine, and that our vast industrial system, which is dependent upon a cheap fuel supply, will be handicapped in the fierce competition of the nations. Already coal is being produced in Pennsylvania much cheaper than in England, and in the future our position must be expected to grow steadily worse. It is doubtful if anything can be done to meet the danger, but there is wisdom in ascertaining the precise facts.

THE ELIXIR OF LIFE.—Two eminent physiologists of Chicago, Professor Loeb and Dr. Matthews, have elaborated a theory of nervous energy which promises to excite as much controversy as the Bilingual Cipher of Francis Bacon. In effect these gentlemen contend that nerve action is simply the alternate gelatinizing and liquefying of nerve matter. The beating of one's heart, for instance, is accomplished, not by any direct pulling of cerebral strings, but by a succession of electric discharges which turn the nerve substance from broth into jelly and from jelly back into broth again. The theory, it must be admitted, does not greatly simplify the problem of life, but its authors contend that nervous tension, being simply nerve gelatinization, can be controlled by artificial means. Professor Loeb claims that he has already succeeded in indefinitely prolonging the life of unfertilized eggs of the sea urchin; and if the eggs of the sea urchin can be kept alive by his Elixir Vitæ, why not the ova of creatures higher in the scale of life—why not the creatures themselves?

CHANGING LONDON.—During the past year great changes have taken place in London, and even greater ones are being prepared for coming twelve months. The most important work has been the pulling down of the north side of the Strand from the Gaity Theatre to St. Mary-le-Strand-Church, and a little further east the destruction of Holywell-street, one of the oldest links with the past in that part of London. Indeed, it is quite possible that from the windows of the old "Rising Sun" inn, which is fast disappearing beneath the house-breaker's pick, the inhabitants saw Queen Elizabeth go in state to St. Paul's after the defeat of the Armada, as 300 years later their successors saw Queen Victoria go to Wren's Cathedral on the occasion of her Jubilee. In the Strand, too, the new front of the Hotel Cecil has grown up, and further west in Cockspur-street a new building has replaced the old houses opposite the end of the Haymarket. With the New Year the north-western corner of the Green Park will be shorn off in the attempt to lessen the crush in Piccadilly, while the block in the City at London Bridge will be partially done away with by placing a new footpath on supports outside the present bridge.

THE COCKROACH PEST.—In a report to the United States Department of Agriculture, Mr. W. R. Beattie describes the plan used for freeing a botanical laboratory from a plague of cockroaches and other insect pests. The agent used was hydrocyanic acid gas, liberated by the action of dilute sulphuric acid on potassium cyanide, about 1.7 grains of the latter being used per cubic foot of the building. The sulphuric acid was placed in glass jars, above each of which was fixed a pulley. A line passing over this pulley carried the packet of cyanide, which could thus be lowered into the acid from the exterior of the building. All outside openings were closed as far as possible, and the cyanide being lowered into the acid, the building was left to itself for three hours which experience has shown to be a sufficiently long time. The insects leave their hiding-places as the fumes reach them and die on the floor, where they can be swept up next morning. Mr. Beattie suggests that the method may prove useful elsewhere, and may possibly be adopted in the case of dwelling-houses; but in view of the exceedingly dangerous nature of the agent used, the method is evidently one for experts only. Should a human being or a domestic animal inhale the gas, the results would be fatal.

COTTAM & CO. ENGLISH and AMERICAN SHIRTS, BOOTS and SHOES for the RACES.

AN EXPERIENCED FOREMAN for a Government Timber Mill. Must be thoroughly acquainted with the erection and management of Timber-cutting Machinery. Forward copies of recent testimonial and state Salary required to

MAJOR-GENERAL F. HIME, late Royal Engineers, died on 3rd ult. in London at the age of sixty-five. He entered the Army in 1856, and served throughout the campaign of 1860 in North China, being present at the actions of Sibet and Tangku, the storm and capture of the Taku forts, and the surrender of Peking. For his services he received the medal with two clasps.

MANY PEOPLE are availing themselves of the opportunity afforded to hear some really good music. The attendance on the Parade Ground yesterday afternoon, was much larger than usual and the playing of the Hongkong Regimental Band and the pipe band of the H.K. S. B. R. A. was greatly appreciated. The Officer Administering the Government and Lady Gascoigne were among those present.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

THE MERCANTILE MARINE.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."—DEAR SIR.—I was surprised to read in your last night's issue headed, Mercantile Marine that the various Shipping Companies seemed to treat the officers' application for an increase of salary as absurd. But the officers are putting a different light upon the subject and I much fear, before it is settled the owners will do the same. I am very surprised to hear that the owners seem to class their officers with Japs. It would seem strange to see Japs in our steamers, while at the present time we are helping to command their steamers, but the owners I fear would very soon want the British officer back with all his little faults. It does not seem to me that the demands made by the officers are any way out of place or exorbitant. Nor are they any better paid than people holding inferior positions on shore.

Yours truly,

A. RESIDENT.

Hongkong, February 13th, 1902.

PACIFIC LINERS RACING.

TOWARDS THE EAST.

The *San Francisco Call* of the 5th ult. contains the following:

Two mail boats sailed yesterday, one with Honolulu as her final destination, the other to stop there. While ostensibly neither is trying to make Honolulu first, still the first vessel will have a record. The captain of the *America Maru*, which sailed at 1 p.m., had orders to make regular time, while the captain of the *Alameda*, which sailed at 2 p.m., was ordered not to out-dock his schedule speed and burn no more coal than necessary. It was a question of owner versus master and engineer all along the line. On the *America Maru* the captain was told that if he raced he would lose his position. The *Alameda*'s captain and chief engineer were told that every pound of coal they burned over the regulation allowance would be charged up against them and that the company was absolutely against racing.

In spite of all these orders the *America Maru* went out through the heads like white streak, while the *Alameda* followed her at full speed an hour later on "a hind chase." Chief Engineer Horgan of the *Alameda* and Chief Engineer Thomson of the *America Maru* have explicit orders to run on schedule time, but the betting is 2 to 1 that every man in the fireroom of the *Alameda* and *America Maru* is working like a beaver to make time on the run to Honolulu.

The *America Maru* has little to gain in the run, as she can carry neither passengers nor freight from San Francisco to the Hawaiian Islands. She is the crack flier of the Toyo Kisen Kaisha line and can reel off her thirteen knots day in and day out without any troubles. On account of the "stopover" privileges she has to stop at Honolulu, and that is why she calls at that port. The *Alameda*, however, is the mail steamship and that is her only port of call. The latter has been refitted and remodeled and is now a fast ship, but Captain Goings says it means instant dismissal to make more than the regular time. Nevertheless there's a race on.

CANTON TO HANKOW RAILWAY.

A Washington despatch to the *San Francisco Chronicle* says:—An American trunk line, from Canton to Hankow, China—the long-cherished dream of many promoters—is at last to be realised through the business daring and enterprise of a few New Yorkers backed by the millions of August Belmont. In less than three years Chinese will be able to enjoy the luxury of American dining and sleeping cars between the cities of Canton and Hankow, a distance of 750 miles. The great road will traverse a beautiful country, inhabited by twice as many people as are in the United States. The total amount of business for the first year, it is estimated, will exceed \$50,000,000. The New York promoters of the road made the announcement to-day of the organisation of a company which is to build the road under the title of the American China Development Company. William Barclay Parsons, chief engineer of the Rapid Transit Road for the city of New York, is president of the company. The directors are August Belmont, Pierre Malo, a member of the importing firm of Henry W. T. Mall & Co.; Frederick W. Whitside, lawyer; Charles A. Whittier and Colonel Albert Thys and Joseph de Volder of Brussels. The company will negotiate \$42,500,000 of per cent. fifty-year bonds issued by the Chinese Government. All the capital has been deposited with J. P. Morgan & Co. The agents of the company will leave for China immediately, and construction will begin in a few months.

DIRECTOR OF PUBLIC WORKS,

SANDAKAN.

3rd February, 1902.

NOTICES OF FIRMS.

MITSUI BUSSAN KAISHA,
HONGKONG BRANCH.

NOTICE OF REMOVAL.

WE have This Day REMOVED to our New Premises in PRINCE'S BUILDINGS, Ice House Street.

MITSUI BUSSAN KAISHA,
Hongkong, 12th February, 1902.

[184d]

24. BANK BUILDINGS.

I HAVE This Day established myself at the above Address as MERCHANT and COMMISSION AGENT under the Style of JORGE & CO.

F. J. V. JORGE.

Hongkong, 1st February, 1902.

[141c]

Intimations.

NOTICE.

NOTICE is hereby given that HO U TIN has CEASED to be our Compradore and that no business can be arranged by him on our behalf. Also that no business can be arranged on our behalf by his son HO KWAN SQUON or any other of his sons.

All Outstanding Accounts due to us in Hongkong and in Canton should be paid here to us direct.

ABDOOLALLY EBRAHIM & CO.

Hongkong, 6th February, 1902.

[166d]

NOTICE.

A GENERAL MEETING of MERCANTILE MARINE OFFICERS will be held at the CONNAUGHT HOUSE HOTEL, TOMORROW, the 14th February, at 8.30 P.M.

All Officers that are able are requested to attend.

NOTICE.

SECRETARY,
Southern Rise Committee.
Hongkong, 12th February, 1902.

[185d]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 15th day of February, at NOON, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 31st December, 1901.

By Order of the Court of Directors,
T. JACKSON,
Chief Manager.

Hongkong, 28th January, 1902.

[117d]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTERS of SHARES of the Corporation will be CLOSED from SATURDAY, the 1st to the 15th day of February, (both Days inclusive) during which period no Transfer of Shares can be registered.

By Order of the Court of Directors,
T. JACKSON,
Chief Manager.

Hongkong, 28th January, 1902.

[118d]

THE HONGKONG ROPE MANUFACTURING CO., LIMITED.

THE EIGHTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the Company will be held in the COMPANY'S OFFICES, No. 14, Des Vaux Road, Victoria, on MONDAY, the 17th February, 1902, at 11 A.M., for the purpose of receiving the Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1901, declaring a Dividend and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 12th to 17th February, both Days inclusive.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.

Hongkong, 31st January, 1902.

[130d]

THE CHINA-BORNEO COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRD ORDINARY YEARLY MEETING of SHAREHOLDERS of the above Company will be held at the OFFICES of the Company, Queen's Buildings, New Praya, on MONDAY, the 24th February, 1902, at 12 o'clock NOON, for the purpose of receiving the Report of the Manager and Consulting Committee and to elect a Consulting Committee and Auditor.

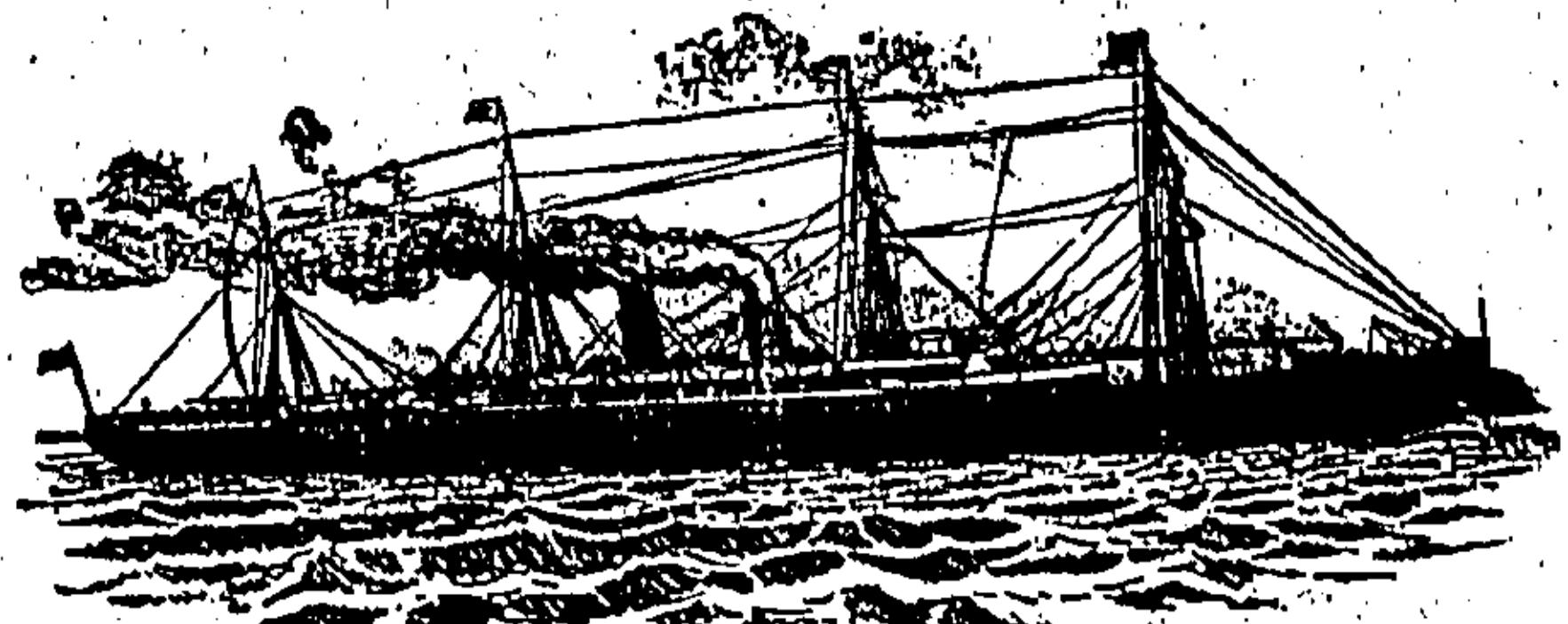
The TRANSFER BOOKS of the Company will be CLOSED from 15th instant to 1st March, both Days inclusive.

J. WHEELER,
Manager.

Hongkong, 12th February, 1902.

Details.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"CITY OF PEKING" WEDNESDAY, 19th Feb., at Noon.

"GAELIC" FRIDAY, 28th February, at Noon.

"HONGKONG MARU" SATURDAY, 8th March, at Noon.

"CHINA" TUESDAY, 25th March, at Noon.

"DORIO" TUESDAY, 25th March, at Noon.

"NIPPON MARU" THURSDAY, 3rd April, at Noon.

THE P. M. Company's Steamship "CITY OF PEKING," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on WEDNESDAY, the 19th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing, Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked in full; value of same is required.

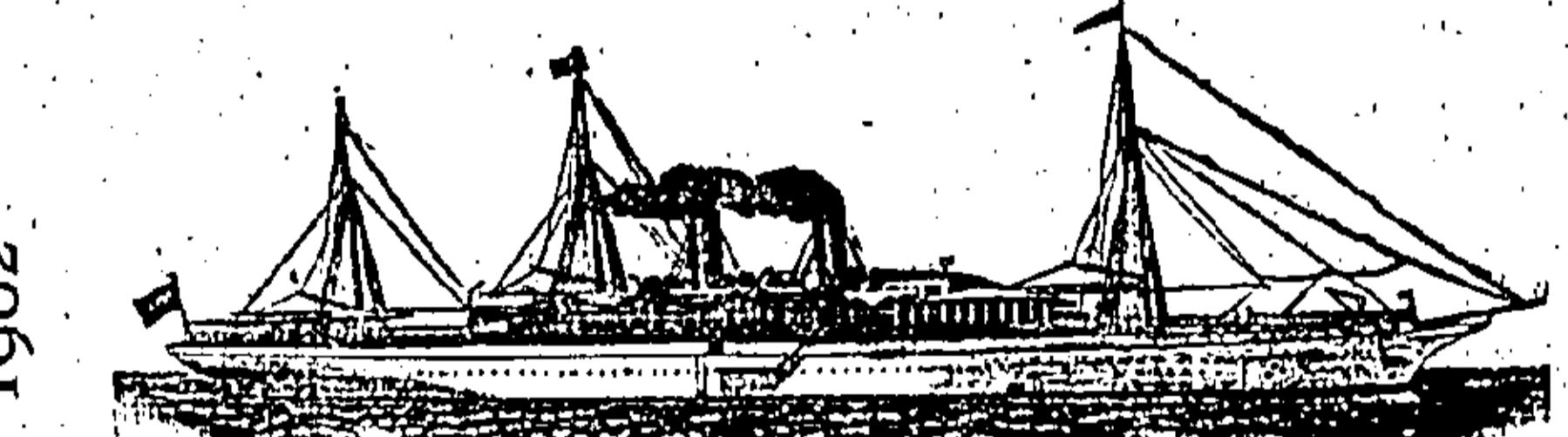
Consular Invoices to account for each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. S. VAN BUREN,
Agent.

Hongkong, 7th February, 1902.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.UNCLAIMED LETTERS AT THE
POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:

Atkinson, J. I. Francisco, Signor
Assumpcio, J. M. Fairy, William
Anderson, J. W. Feliz, F. de la
A. L. M. Fenton, C.
Art, Hon. Albert von Finch, Mrs.
Abbin, H. M. Fisher, H. W.
Ahmed, A. J. Falkiner, Dr. A. C.
Arrix, Fuan Fox, F. W.
An Phuoc, Foy, Francis
Abdulhusen, Abdurahom Foster, Rev. J. M.
Alexander, M. R. Fitzgerald, T. J.
Adamsen, Mrs. Hans Ferr, G. P. del
Ah Pooi, Firth, F. N.
Alladitha Khan Griff, Rev. P. J.
Abdul Hasan Gool, H. I. M.
Ahversing, Mr. Groot, A. de
Alliston, Miss Gregor, J.
Adamson, S. Guiard, Theo.
Ahern, John Glover, Mrs.
Brown, Rev. A. J. Gubbay, Nahom
Bruce, Mrs. Graham, M. J.
Buno, Col. Pelham Gray, Miss
Brutter, R. H. Gilbert, Miss S.
Baker, Mrs. N. Graham, W. L.
Benson, F. J. Gassies, I.
Burke, F. C. Golla, Mahomed
Brand & Co. Goss, I.
Blochius, Vic. Goss, I.
Bruce, A. M. Goss, I.
Browne, F. W. Goss, I.
Brand, S. Goss, I.
Brown, Geo. W. Goss, I.
Brathwaite, Geo. Goss, I.
Brown, Miss K. Goss, I.
Bennett, Mrs. I. E. Goss, I.
Bell, Jack, Mrs. I. E. Goss, I.
Bishop, W. C. Goss, I.
Bernard, F. Goss, I.
Bela Singh Goss, I.
Babonneau, M. Goss, I.
Baboo, C. Malai Goss, I.
Black, G. Goss, I.
Brown & Co. Messrs. Goss, I.
Burdon, W. G. Goss, I.
Bord, Mr. Goss, I.
Brumham, W. Goss, I.
Boyle, Mrs. W. Goss, I.
Brown, Mrs. B. Goss, I.
Barwise, Miss F. Goss, I.
Barwood, W. Goss, I.
Bulfard, Mrs. M. B. Goss, I.
Brougham, E. H. Goss, I.
Bresson, C. Goss, I.
Bellisle, L. J. Goss, I.
Bacon, J. H. Goss, I.
Bell, Miss M. C. Goss, I.
Bremner, Frieda Goss, I.
Bumside, James Goss, I.
Brown, Thomas Goss, I.
Bespard, Goss, I.
Bennett, I. V. Goss, I.
Carter, Miss Goss, I.
Carter, V. Leon Goss, I.
Coid, Miss E. Goss, I.
Calhoun, Miss Goss, I.
Cortes, Mrs. M. Goss, I.
Cordano, Leonardo Goss, I.
Cuffage, Capt. W. A. Goss, I.
Cusaker, P. J. Goss, I.
Cocheside, J. H. Goss, I.
Conscience, Chr. Goss, I.
Cory, A. E. Goss, I.
Candler, Thomas Goss, I.
Claxton, Mr. Goss, I.
Chuvartz, Miss A. Goss, I.
Chapman, Goss, I.
Crumis, Miss Goss, I.
Cooper, Miss A. B. Goss, I.
Chattison, Chas. Goss, I.
Ching, Capt. Goss, I.
Carbon, Mrs. F. Goss, I.
Caluen, Mariano Goss, I.
Gony, Mrs. Goss, I.
Christie, J. Goss, I.
Conception, D. V. Goss, I.
Cope, Miss L. Goss, I.
Carvalho, J. Goss, I.
Calder, Capt. A. S. Goss, I.
Crow, A. L. Goss, I.
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Coleins, Minnie Goss, I.
Campbell, H. F. Goss, I.
Cortell, Major A. B. G

Shipping Steamers.
CHINA NAVIGATION COMPANY, LIMITED.

| FOR | STEAMERS. | TO SAIL |
|---|------------|----------------|
| MANILA | SUNGKRIANG | 15th February. |
| CEBU and ILOILO | KAIFONG | 14th February. |
| MANILA | CHANGSHA | 20th February. |
| SINGAPORE, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE | CHANGSHA | 20th February. |

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

| FROM | STEAMERS. | TO | STEAMERS. | TO SAIL |
|-----------------------|-----------|----------------------|-----------|---------|
| GLASGOW and LIVERPOOL | TYDEUS | 15th February, 1902. | | |
| " | ANTENOR | " | | |
| " | CALGHAZ | 26th | | |
| " | NESTOR | 6th March, | | |
| " | DARDANUS | " | | |

HOMEWARDS.

| FOR LONDON | STEAMERS. | TO | STEAMERS. | TO SAIL |
|-------------|-----------|------------------|-----------|---------|
| "IDOMENEUS" | | 18th Feb., 1902. | | |
| "AJAY" | | 4th March, | | |
| "ULYSSES" | | 15th " | | |
| "ANTENOR" | | 29th " | | |

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents, O. S. S. Co.

PORLAND & ASIATIC STEAMSHIP CO.

Agents for and in connection with
THE OREGON RAILROAD AND NAVIGATION COMPANY,
Operating the New First-class Steamships
"INDRAVELLI," "INDRAPURA,"

"KNIGHT COMPANION,"
between

HONGKONG AND PORTLAND (OR.)

Calling at SHANGHAI, NAGASAKI, MOJI, KOBE,
and YOKOHAMA.

THE Steamship "INDRAPURA" will be despatched for PORTLAND (OR.) on or about
the 20th February.
Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and
United States Points.

For Freight, apply to

THE PORTLAND AND ASIATIC STEAMSHIP CO.

Hongkong, 6th February, 1902.

[1266c]

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations. Steamers. Captains. Sailing Dates.
FOR TAMSUI*...."DAIJIN MARU"....T. Ogata.....SUNDAY, 16th February.
FOR ANPING*...."MAJDZURU MARU"....T. Saito.....WEDNESDAY, 19th February.
FOR TAMSUI*...."DAIGI MARU"....T. Kitano.....SUNDAY, 23rd February.
FOR FOOCHOW*...."ANPING MARU"....K. Suzuki.....WEDNESDAY, 26th February.

* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

OSAKA SHOSEN KAISHA.

For Freight, Passage and further Information, apply to

THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 12th February, 1902.

[1379c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.
THE Company's Steamship

"TRIESTE"

Captain Mitte, will leave for the above places, on SUNDAY, the 16th instant, at Daylight.

The steamer has capital accommodation for passengers. Electric light. A doctor is carried.

For Freight or Passage, apply to

SANDER, WIELER & CO.,
Agents.

Hongkong, 7th February, 1902.

[1707c]

THE Company's Steamship

"CHINA,"

Captain Mosca, will be despatched as above, on TUESDAY, the 18th February, P.M.

This steamer has capital accommodation for passengers. Electric light. A doctor is carried.

For Information as to Passage and Freight, apply to

SANDER, WIELER & CO.,
Agents.

Hongkong, 28th January, 1902.

[153d]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"GUTHRIE,"

Captain McArthur, will be despatched as above, on THURSDAY, the 27th instant, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON, & CO.,
Agents.

Hongkong, 4th February, 1902.

[160d]

Shipping.

STEAMERS.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

"RUBI"

Captain R. W. Almond, will be despatched for the above Port, TO-MORROW, the 14th instant, at Noon.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with Electric Light.

For Freight or Passage, apply to

SHEWAN, TOMEY & CO.,

General Managers.

Hongkong, 13th February, 1902.

[169d]

NAVIGAZIONE GENERALE ITALIANA,
(Florio and Rubattino United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connexion with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA.

ALSO VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"NORMIDA,"

Captain Belotti, will be despatched as above TO-MORROW, the 14th instant, at Noon.

At BONDI, the Steamer is discharging in VICTORIA DOCK.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & CO.,

Agents.

Hongkong, 13th February, 1902.

[180d]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"LAISANG,"

Captain Geo. Payne, will be despatched as above on SATURDAY, the 15th instant, at Noon.

For Freight or Passage, apply to

JARDINE, MATHEWS & CO.,

General Managers.

Hongkong, 11th February, 1902.

[176d]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA MOJI, KOBE, YOKOHAMA AND HONOLULU, ON FRIDAY, the 28th February.

Through Bills of Lading issued to any point in the United States.

Carriage will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further Information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, China and Japan.

Hongkong, 24th January, 1902.

[1707d]

TO LET.

THE KENNELS' MAGAZINE GAP.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 4th February, 1902.

[158d]

TO LET.

NEW PRAYA, KENNEDY TOWN.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st February, 1902.

[140d]

TO LET.

NO. 1, STEWART TERRACE.—THE PEAK.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 31st January, 1901.

[709c]

TO LET.

HOUSES IN CLIFTON GARDENS, CONDUIT ROAD.

GODOWNS AT BLUE BUILDINGS.

HOUSES AT CAUSEWAY BAY, facing the Polo Ground.

A HOUSE IN RIBON TERRACE.

Post Office.

A Mail will close:
For Canton—Per Honam, to-morrow, the 14th instant, at 7.30 A.M.
For Singapore, Penang and Bombay—Per Borneo, to-morrow, the 14th inst., at 11 A.M.
For Manila—Per Rudd, to-morrow, the 14th instant, at 11 A.M.
For Macao—Per Hengshan, to-morrow, the 14th instant, at 1.15 P.M.
For Kobe—Per Hopson, to-morrow, the 14th instant, at 2 P.M.
For Saigon—Per Holstein, to-morrow, the 14th instant, at 3 P.M.
For Shanghai—Per Loongmoon, to-morrow, the 14th instant, at 4 P.M.
For Canton—Per Fatshan, to-morrow, the 14th instant, at 5 P.M.
For Canton—Per Hankow, on Saturday, the 15th instant, at 7.30 A.M.
For Singapore, Penang and Calcutta—Per Latang, on Saturday, the 15th inst., at 10 A.M.
For Europe, &c., India, via Tuticorin—Per Paramatta, on Saturday, the 15th instant, at 11 A.M.
For Shanghai—Per Hangsang, on Saturday, the 15th instant, at 3 P.M.

For Manilla—Per Sungkang, on Saturday, the 15th instant, at 4 P.M.
For Swatow, Amoy and Tamsui—Per Datjin Maru, on Saturday, the 15th instant, at 5 P.M.
For Sandakan—Per Mansang, on Tuesday, the 18th instant, at 11 A.M.
For Manila—Per Zafiro, on Tuesday, the 18th instant, at 3 P.M.
For Europe, &c., India, via Tuticorin—Per Hamburg, on Wednesday, the 19th instant, at 11 A.M.
For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per City of Peking, on Wednesday, the 19th instant, at 11 A.M.
For Manila, Singapore, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per Changsha, on Thursday, the 20th instant, at 4 P.M.
For Europe, &c., India, via Tuticorin—Per Salasit, on Monday, the 24th inst., at 11 A.M.
For Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Athenian, on Wednesday, the 26th instant, at 11 A.M.

RIVER STEAMERS, SCHOONERS, AND LORCHAS.

Fatshan, British steamer, 1,425, Lossius, Hongkong, Canton, and Macao Steamboat Co.
Honam, British steamer, 1,377, H. D. Jones, Hongkong, Canton, and Macao Steamboat Co.
Powan, British steamer, 1,873, A. N. Patrick, Hongkong, Canton, and Macao Steamboat Co.
Hankow, British steamer, 2,252, C. V. Lloyd, Butterfield & Swire.
Ho-long, Chinese steamer, 409 tons, Captain Chi Wo & Co.

Tai-on, British steamer, 728, J. Lawrence, —Tai On Steamship Co.
Pak Kong, British steamer, —Kwong Wan S.S. Co.
Kong Nam, British steamer, T. Austin, R.N.R., —Chinese Owned.

Hongkong and Macao.
Honam, British steamer, 1,055, W. E. Clarke, Hongkong, Canton and Macao Steamboat Co.

Macao and Canton.
Lungshan, British steamer, 1,21, G. F. Morrison, R.N.R., Hongkong, Canton and Macao Steamboat Co.

Kiangtung, Chinese steamer, 583, R. J. Mackenzie, China Merchant Steam Navigation Co.

Canton and West River.
Nanning, British steamer, R. D. Thomas, Hongkong, Canton and Macao Steamboat Co.

Sainan, British steamer, W. Dixon, —Hongkong, Canton and West River Steamboat Co.

OPPIUM QUOTATIONS.

Hongkong, 13th February.

To-day's quotations are as follows:—

BENGAL—New Patna @ 50
Old Patna @ 920
New Benares @ 910
Old Benares @ 920 nom.
Per picul.
MALWA—New @ 900/910
Last year's @ 920/40
2½ years' old @ 920/30
3½ years' old @ 930/40
Purifier @ 930/40
PERSIAN—Superior drug was sold @ 600

VESSELS IN PORT.

Steamers.

ANNA, Austrian steamer, 1,317, R. Sturzach, 8th Feb., —Moj 2nd Feb., Coal—Dowell & Co., Ltd.

BAIKAL, Russian steamer, 717, Kashkin, 13th Jan.—Manila 9th Jan., Ballast—Order.

BORMIDA, Italian steamer, 1,499, C. Belsito, 6th Feb., —Bombay 17th Jan., and Singapore 20th, General—Carlowitz & Co.

BAFRA, British steamer, 2,316, Wm. Watt, 4th Feb., —Tacoma via Ports 31st Dec., General—Dowell & Co., Ltd.

BYGDO, Norwegian steamer, 771, Th. Carlsen, 12th Jan., —Mauritius 10th Dec., and Singapore 3rd Jan., Sugar—Sander, Wieler & Co.

CARL DIEDERICHSSEN, German steamer, 1,317, R. Sturzach, 8th Feb., —Moj 2nd Feb., Coal—Dowell & Co., Ltd.

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